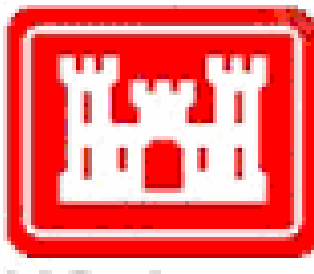


SAN FRANCISCO DISTRICT
US ARMY CORPS OF ENGINEERS

COASTAL PLANNING
CURRENT COASTAL PROJECTS



Coastal Sediment Management Workgroup
May 2006

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**ALAMEDA CREEK
CONTINUING AUTHORITY, SECTION 1135**



PROJECT LOCATION AND DESCRIPTION: The Alameda Creek Flood Control Project, completed in 1975, is located in Alameda County, California. It was designed to provide flood protection to the metropolitan areas of Union City, Fremont, and Newark. This Section 1135 study examines whether structural impediments to fish passage, associated with the existing flood control project's channel and drop structures, may be modified for the improvement of anadromous fish passage and habitat. The non-Federal sponsor for this project is the Alameda County Flood Control and Water Conservation District.

TOTAL FUNDING:

TOTAL COST:	\$8,000,000
FEDERAL COST:	\$5,000,000
NON-FEDERAL COST:	\$3,000,000
TOTAL FEDERAL COST THROUGH FY 2006:	\$ 430,000
FY 2007 BUDGET:	0 1/
COST TO COMPLETE:	\$4,570,000

FY 06 ACCOMPLISHMENTS: No work is anticipated for FY06 since the study was not funded. Those studies that are named in appropriations reports are given higher priority for funding.

FY 07 ACCOMPLISHMENTS: If funded in FY07, the Detailed Project Report (DPR) would be initiated. Analysis would include definition of the Without Project Condition, identification of viable alternatives and definition of the National Environmental Restoration Plan (NER).

ISSUES AND OTHER INFORMATION: This study is suspended indefinitely due to the lack of funding.

CONGRESSIONAL DISTRICT: 13th District, Rep. Pete Stark.

POINT OF CONTACT: San Francisco District, (415) 977-8710

ARANA GULCH WATERSHED GENERAL INVESTIGATIONS



PROJECT LOCATION AND DESCRIPTION: This Ecosystem Restoration study was authorized by the House Transportation and Infrastructure Committee Resolution dated June 25, 1999. The study area is located in Santa Cruz County, California, adjacent to the Port of Santa Cruz. The study area includes 2,200 acres of coastal watershed and seven miles of stream. The study will involve a collaborative watershed planning effort to restore passage for endangered anadromous fish, restore native riparian vegetation, improve water quality, improve

connectivity of the upper habitat, and reduce erosion and sedimentation throughout the watershed. Additionally, the beneficial use of sediment from the stream and harbor is being considered as part of a Regional Sediment Management initiative.

TOTAL FUNDING:

TOTAL COST:	\$2,178,000
FEDERAL COST:	\$1,178,000
NON-FEDERAL COST:	\$1,000,000
TOTAL FEDERAL COST THROUGH FY 2006:	\$217,000
FY 2007 BUDGET:	0 1/
COST TO COMPLETE:	\$961,000

FY06 AND FY07 ACCOMPLISHMENTS: Completion of Project Management Plan. If sponsor is authorized to sign a Feasibility Cost Sharing Agreement (FCSA), it may be possible to initiate Feasibility in FY 06.

ISSUES AND OTHER INFORMATION: The 905(b) Analysis was approved by Headquarters on November 1, 2003. Extensive communications and negotiations with the sponsor regarding the scope and estimated cost have been resolved and the FCSA is anticipated to be signed in February 2006.

CONGRESSIONAL DISTRICT: 15th District, Rep. Mike Honda; 17th District, Rep. Sam Farr

POINT OF CONTACT: San Francisco District, (415) 977-8710

**BODEGA BAY
OPERATIONS AND MAINTENANCE**



PROJECT LOCATION AND DESCRIPTION: The project is located 60 miles north of San Francisco on the California coast. Bodega Bay is a shallow-draft harbor of sanctuary, supporting a Coast Guard search and rescue station, commercial and sport fishing, and recreational craft. The Operations and Maintenance schedule provides for periodic inspection and repair of breakwaters and infrequent (11-year cycle) maintenance dredging of the Federal Channel (including three turning basis) to -12 feet Mean Lower Low Water (MLLW).

TOTAL FUNDING:

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A
 TOTAL FEDERAL COST THROUGH FY 2006:	 \$ 0
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ N/A

FY 06 AND 07 ACCOMPLISHMENTS: Periodic inspection of the project to monitor shoaling and structure condition.

ISSUES AND OTHER INFORMATION: The last dredging episode was successfully completed, including maintenance dredging of the US Coast Guard Station berthing areas.

CONGRESSIONAL INTEREST: 6th District, Rep. Lynn Woolsey

POINT OF CONTACT: San Francisco District, (415) 977-8710

BOLINAS LAGOON GENERAL INVESTIGATIONS



PROJECT LOCATION AND DESCRIPTION: Bolinas Lagoon is a tidal embayment located 15 miles northwest of San Francisco, on the Marin County coastline between the towns of Stinson Beach and Bolinas. The lagoon is part of the Gulf of the Farallones National Marine Sanctuary managed by the National Oceanic and Atmospheric Administration. Sedimentation in the lagoon is causing a continuous loss of important subtidal and intertidal aquatic habitat, resulting in a reduction of the diversity and abundance of

aquatic life. The goal of the environmental restoration effort is to restore intertidal and subtidal habitat and stop further loss of these habitats through restoring the tidal prism and improving circulation within the basin, while maintaining key mudflats, marsh vegetation, and other areas of biological importance. Although, over the long term, sediment deposition will continue to fill the lagoon, the restoration project is intended to significantly slow the present rate of intertidal and subtidal habitat loss.

TOTAL FUNDING:

TOTAL COST:	\$ 4,610,000
FEDERAL COST:	\$ 2,360,000
NON-FEDERAL COST:	\$ 2,250,000
 TOTAL FEDERAL COST THROUGH FY 2006:	 \$ 1,653,000
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ 707,000

FY 06 ACCOMPLISHMENTS: Complete data review, reformulate management objectives, complete conceptual model, collect/evaluate additional field data, refine the future lagoon evolution under the "without" project condition and reformulate project alternatives. Initiate a revised Draft Feasibility Study & Supplemental Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

FY 07 ACCOMPLISHMENTS: If funded, continue reformulation of project alternatives, develop adaptive management plan, and continue revision of Draft Feasibility Study & Supplemental Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

ISSUES AND OTHER INFORMATION: The Reconnaissance Study Phase was certified on December 24, 1997 and the Marin County Open Space District (Non-Federal sponsor) signed the Feasibility Cost Sharing Agreement in January 1998. The Draft Feasibility Report and EIS/EIR were released for public review in June 2002. The Draft Feasibility Report considered nine actions to restore lost habitat through increasing tidal prism and improving circulation within the lagoon, at an estimated total cost of \$101,000,000. Due to the estimated total cost and the nature/content of public comments, the project is currently being reformulated. The sponsor has undertaken an in-kind services effort to develop stakeholder consensus on the project purpose/need and project reformulation.

CONGRESSIONAL DISTRICT: 6th District, Rep. Lynn Woolsey

POINT OF CONTACT: San Francisco District, (415) 977-8710

HUMBOLDT HARBOR AND BAY OPERATIONS AND MAINTENANCE



PROJECT LOCATION AND DESCRIPTION:

This project is located at Humboldt Harbor and Bay in Eureka, California, which lies about 280 miles north of San Francisco. Project operations and maintenance provides for annual inspection and periodic repair of the North and South jetties, and annual maintenance dredging of the Bar and Entrance Channels to -48 feet Mean Lower Low Water (MLLW); the North Bay Channel to -38 feet MLLW; the Samoa Channel, including the Turning Basin, to -38 feet MLLW; the Eureka Channel to -35 and -23 feet MLLW; and the Fields Landing Channel to -26 feet MLLW. The permanently designated Humboldt

Open Ocean Disposal Site (HOODS) is utilized for disposal of all dredged materials.

TOTAL FUNDING:

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A

TOTAL FEDERAL COST THROUGH FY 2006:	\$ 4,499,000	
FY 2007 BUDGET:	\$ 4,916,000	1/
COST TO COMPLETE:	\$ N/A	

FY 06 AND 07 ACCOMPLISHMENTS: Maintenance dredging of entire project to authorized project depth by Government hopper dredges 'Essayons' and 'Yaquina'.

ISSUES AND OTHER INFORMATION: Continued management and monitoring of the HOODS site, in addition to beach monitoring, are required by regulatory agencies as a condition of continued maintenance of the project.

CONGRESSIONAL INTEREST: 1st District, Rep. Mike Thompson

POINT OF CONTACT: San Francisco District, (415) 977-8710

CLIFF DRIVE AT CAPITOLA
CONTINUING AUTHORITY, SECTION 103



PROJECT LOCATION AND

DESCRIPTION: The project is located in the City of Capitola, Santa Cruz County, California, along Cliff Drive, east of 49th Street. The drive borders a coastal cliff that is exposed to wave attack year round. During the winter months, wave action strips the summer beach almost completely of sand and leaves bedrock exposed. The resulting shoreline erosion along a 375-foot section of the coastal cliffs threatens Cliff Drive. The City of Capitola, Office of Public Works, is the local sponsor for this project.

TOTAL FUNDING:

TOTAL COST:	\$ 925,000
FEDERAL COST:	\$ 512,000
NON-FEDERAL COST:	\$ 412,500
TOTAL FEDERAL COST THROUGH FY 2006:	\$ 79,900
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ 432,600

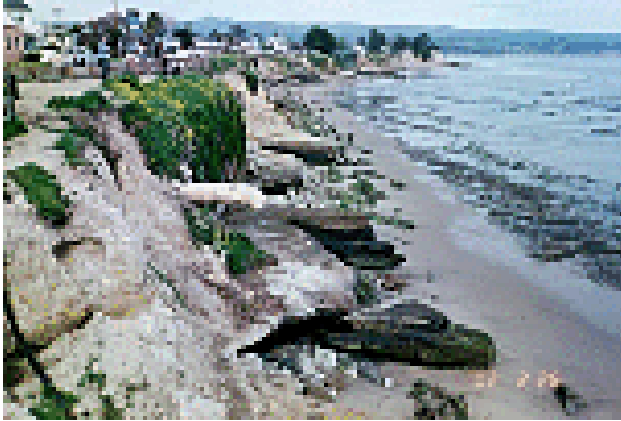
FY 06 AND 07 ACCOMPLISHMENTS: Execute the Feasibility Cost Sharing Agreement (FCSA) with the local sponsor and initiate preparation of the draft Detailed Project Report (DPR).

ISSUES AND OTHER INFORMATION: A Reconnaissance Report for the Santa Cruz Harbor and Vicinity Shoaling Study was completed in January 1994. Although originally initiated as a Continuing Authorities Program (CAP) Section 14 project in 1998, upon re-evaluation it appeared to be more appropriate as a CAP Section 103 project. In a letter dated October 22, 1999, the City of Capitola requested assistance from the Corps of Engineers. The City has stabilized the street, but the cliff itself is still exposed to wave action. Without further shoreline protection the street will eventually fail due to undercutting of the cliff by this action. CAP funding shortages will lead to further delays, making it more likely the street will fail before the project can be completed.

CONGRESSIONAL DISTRICT: 17th District, Rep. Sam Farr

POINT OF CONTACT: San Francisco District, (415) 977-8710

**EAST CLIFF DRIVE, SANTA CRUZ
CONTINUING AUTHORITY, SECTION 103**



PROJECT LOCATION AND DESCRIPTION: Continuing erosion of coastal cliffs by waves and currents threatens to destroy East Cliff Drive and a major sanitary sewer line. Portions of East Cliff Drive in Santa Cruz County are already limited to one-way traffic due to erosion. The County of Santa Cruz, working with the California Department of Boating and Waterways, has begun design of a seawall along an 1100-foot section of East Cliff Drive. The non-Federal sponsor is the Santa Cruz County Redevelopment Agency.

TOTAL FUNDING:

TOTAL COST:	\$ 7,200,000
FEDERAL COST:	\$ 3,000,000
NON-FEDERAL COST:	\$ 4,200,000
TOTAL FEDERAL COST THROUGH FY 2006:	\$ 589,705
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ 2,410,295

FY 06 AND 07 ACCOMPLISHMENTS: The County of Santa Cruz completed emergency repairs due to severe erosion caused by winter storms in 2004, constructing a seawall along the top half of the 1100-foot section of cliff. Currently, the County is determining if they want to move forward with the full-bluff armoring project.

ISSUES AND OTHER INFORMATION: A Final Environmental Impact Statement/ Environmental Impact Report and Detailed Project Report were approved by South Pacific Division and released on October 10, 2003. A Consistency Determination was submitted for the November 7, 2003 California Coastal Commission meeting. The Commission unanimously voted to object to the project. Discussions are under way with the sponsor and California Coastal Commission staff to determine what conditions or changes can be made to the project to obtain concurrence. The County is determining if they want to move forward with the full-bluff armoring project. However, lack of available CAP funding in FY06 will prevent the project from moving forward.

CONGRESSIONAL DISTRICT: 14th District, Rep. Anna Eshoo; 17th District, Rep. Sam Farr.

POINT OF CONTACT: San Francisco District, (415) 977-8710

HOOK AREA BLUFF STABILIZATION CONTINUING AUTHORITY, SECTION 103



PROJECT LOCATION AND DESCRIPTION: The County of Santa Cruz Redevelopment Agency has requested a 300-foot section of a coastal bluff area at East Cliff Drive and 41st Avenue, known as the Hook Area, be designated as a Continuing Authorities Section 103 project. Erosion of the cliff by waves, currents, and terrestrial processes is threatening the stability of a 300-foot section of East Cliff Drive. The erosion rate for this site ranges from 6 to 12 inches per year. Erosion will continue at this rate unless the site is stabilized. Without shoreline

protection the street will eventually fail due to undercutting of the cliff by wave action.

TOTAL FUNDING:

-

TOTAL COST:	\$ 4,600,000
FEDERAL COST:	\$ 3,000,000
NON-FEDERAL COST:	\$ 1,600,000
 TOTAL FEDERAL COST THROUGH FY 2006:	 \$ 5,000
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ 2,995,000

FY06 AND FY07 ACCOMPLISHMENTS: Pending funding, a Supplemental Environmental Impact Statement/Environmental Impact Report and Detailed Project Report could be initiated, if issues on the neighboring East Cliff Drive project are resolved.

ISSUES AND OTHER INFORMATION: Progress depends on outcome of negotiations with the California Coastal Commission regarding the neighboring East Cliff Drive Project.

CONGRESSIONAL DISTRICT: 14th District, Rep. Anna Eshoo; 17th District, Rep. Sam Farr.

POINT OF CONTACT: San Francisco District, (415) 977-8710

HUMBOLDT HARBOR AND BAY OPERATIONS AND MAINTENANCE



PROJECT LOCATION AND DESCRIPTION:

This project is located at Humboldt Harbor and Bay in Eureka, California, which lies about 280 miles north of San Francisco. Project operations and maintenance provides for annual inspection and periodic repair of the North and South jetties, and annual maintenance dredging of the Bar and Entrance Channels to -48 feet Mean Lower Low Water (MLLW); the North Bay Channel to -38 feet MLLW; the Samoa Channel, including the Turning Basin, to -38 feet MLLW; the Eureka Channel to -35 and -23 feet MLLW; and the Fields Landing Channel to -26 feet MLLW. The permanently designated Humboldt

Open Ocean Disposal Site (HOODS) is utilized for disposal of all dredged materials.

TOTAL FUNDING:

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A

TOTAL FEDERAL COST THROUGH FY 2006:	\$ 4,499,000
FY 2007 BUDGET:	\$ 4,916,000 1/
COST TO COMPLETE:	\$ N/A

FY 06 AND 07 ACCOMPLISHMENTS: Maintenance dredging of entire project to authorized project depth by Government hopper dredges 'Essayons' and 'Yaquina'.

ISSUES AND OTHER INFORMATION: Continued management and monitoring of the HOODS site, in addition to beach monitoring, are required by regulatory agencies as a condition of continued maintenance of the project.

CONGRESSIONAL INTEREST: 1st District, Rep. Mike Thompson

POINT OF CONTACT: San Francisco District, (415) 977-8710

HUMBOLDT BAY LONG TERM SHOAL MANAGEMENT GENERAL INVESTIGATIONS



PROJECT LOCATION AND DESCRIPTION: The study area is Humboldt Bay, which lies about 280 miles north of San Francisco, California. Over the last several years, a large volume of shoal material has accumulated along the coast west of the Bay. This shoal material is eventually transported into the Federally maintained Humboldt Bar and Entrance Channels. Unusually heavy shoaling of the Federal channels occurs between the annual maintenance dredging, resulting in deep draft vessel operating restrictions which adversely impact commerce. This

study would evaluate long-term solutions to shoaling of the Federal channels.

TOTAL FUNDING:

TOTAL COST:	\$ 3,150,000
FEDERAL COST:	\$ 1,650,000
NON-FEDERAL COST:	\$ 1,500,000
 TOTAL FEDERAL COST THROUGH FY 2006:	 \$ 237,000
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ 1,413,000

FY 06 ACCOMPLISHMENTS: Sponsor is pursuing State sources of financial support for cost sharing the study. In FY06 the Project Management Plan will be revised to reflect any changes to the project and to sign the FCSA.

FY 07 ACCOMPLISHMENTS: If the sponsor elects to pursue the study and Federal funds are provided, those funds will be used to begin feasibility studies, engineering investigations, public scoping and environmental assessment.

ISSUES AND OTHER INFORMATION: The 905(b) analysis indicates a federal interest and need to move forward with the study. The Port of Humboldt is seeking financial support from the State to participate in the study.

CONGRESSIONAL DISTRICT: 1st District, Rep. Mike Thompson

POINT OF CONTACT: San Francisco District, (415) 977-8710

**HUMBOLDT EROSION
CONTINUING AUTHORITY, SECTION 14**

PROJECT LOCATION AND DESCRIPTION: Humboldt Bay is located in Humboldt County, California, about 100 miles south of the Oregon border. The Humboldt Bay Harbor Recreation and Conservation District has identified erosion problems that appear to threaten local infrastructure along the shoreline of Humboldt Bay. Although no local sponsor has been identified, the conservation district would like a local agency to initiate a Section 14 emergency streambank and shore protection study under Continuing Authorities Program (CAP). However, lack of funding has precluded initiation of the study phase.

TOTAL FUNDING:

TOTAL COST:	\$ 2,000,000
FEDERAL COST:	\$ 1,500,000
NON-FEDERAL COST:	\$ 500,000
TOTAL FEDERAL COST THROUGH FY 2006:	\$ 0
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ 0

FY 06 ACCOMPLISHMENTS: No work is anticipated for FY06 since the study was not funded. Those studies that are named in appropriations reports are given higher priority for funding.

FY 07 ACCOMPLISHMENTS: If FY07 funds were provided and a local sponsor could be identified, an Initial Assessment could be prepared and a Planning Design Analysis Report could be initiated.

ISSUES AND OTHER INFORMATION: Study initiation is suspended indefinitely due to lack of funding.

CONGRESSIONAL DISTRICT: 1st District, Rep. Mike Thompson.

POINT OF CONTACT: San Francisco District, (415) 977-8710

MONTEREY HARBOR OPERATIONS AND MAINTENANCE



PROJECT LOCATION AND DESCRIPTION: The project is located in Monterey Harbor, California, approximately 100 miles south of San Francisco. This project consists of a 1,700-foot long west breakwater and an eight-foot deep basin near Municipal Wharf No. 1 (Fisherman's Wharf). The City of Monterey is the sponsor.

TOTAL FUNDING:

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A
TOTAL FEDERAL COST THROUGH FY 2006:	\$ 0
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ N/A

FY 06 AND 07 ACCOMPLISHMENTS: Funds permitting, periodic inspection will be conducted to monitor structure conditions.

ISSUES AND OTHER INFORMATION: The west breakwater was constructed in 1934. Following years of gradual settlement, the breakwater crest was restored to its original design elevation in FY93. This effort provided improved benefits to the original project; reducing harbor facility maintenance, vessel damage and navigation delays. The Corps dredged the basin near Wharf No. 1 periodically between 1947 and 1957. Since 1957, the City has removed insignificant quantities of material without any request for Federal assistance.

CONGRESSIONAL INTEREST: 17th District, Rep. Sam Farr

POINT OF CONTACT: San Francisco District, (415) 977-8710

**MOSS LANDING HARBOR
OPERATIONS AND MAINTENANCE**



PROJECT LOCATION AND DESCRIPTION: This project is located about 95 miles south of San Francisco, in Monterey Bay. Project operations and maintenance provide for 3-year maintenance dredging of an entrance channel 200 feet wide and a lagoon channel 100 feet wide, at -15 feet at Mean Lower Low Water (MLLW). The total length of the combined channels is about 3,200 feet, with widening at the junction of the entrance and lagoon channels, and at the very end of the inner lagoon channel. Two jetties are also periodically inspected

and maintained.

TOTAL FUNDING:

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A

TOTAL FEDERAL COST THROUGH FY 2006:	\$ 1,310,000
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ N/A

FY 06 AND 07 ACCOMPLISHMENTS: FY06 funds will be used to perform scheduled periodic maintenance dredging. If funds are available in FY07, repairs will be made to the damaged breakwater.

ISSUES AND OTHER INFORMATION: Winter storms have damaged the jetties which will lead to increased shoaling and danger to navigation.

CONGRESSIONAL INTEREST: 17th District, Rep. Sam Farr

POINT OF CONTACT: San Francisco District, (415) 977-8710

MOSS LANDING HARBOR
CONTINUING AUTHORITY, SECTION 111

PROJECT LOCATION AND DESCRIPTION: The project is located approximately 95 miles south of San Francisco in the City of Moss Landing, in Monterey County, California. The harbor is protected by a 954-foot north jetty and a 516-foot south jetty, built in 1946. This study would address an erosion problem that may be caused by the manner in which the jetties were constructed. Lack of funding has precluded initiation of the study phase.

TOTAL FUNDING:

TOTAL COST:	\$ 3,000,000	
FEDERAL COST:	\$ 3,000,000	
NON-FEDERAL COST:	\$ 0	
TOTAL FEDERAL COST THROUGH FY 2006:	\$ 0	
FY 2007 BUDGET:	\$ 0	1/
COST TO COMPLETE:	\$ 3,000,000	

FY 06 ACCOMPLISHMENTS: No work is anticipated for FY06 since the study was not funded. Those studies that are named in appropriations reports are given higher priority for funding.

FY 07 ACCOMPLISHMENTS: If funds were provided, an Initial Assessment could be completed and a Feasibility Study and Detailed Project Report could be initiated.

ISSUES AND OTHER INFORMATION: Study initiation is suspended indefinitely due to lack of funding. The Moss Landing Harbor District General Manager requested Corps assistance with an erosion problem that appears to be caused by the jetties. The way the jetties were built appears to cause an "eddy" effect to the south of the entrance channel, creating erosion on the immediately adjacent property and an extremely high volume of sediment deposition on the next adjacent property.

CONGRESSIONAL DISTRICT: 17th District, Rep. Sam Farr

POINT OF CONTACT: San Francisco District, (415) 977-8710

OCEAN BEACH GENERAL INVESTIGATIONS



PROJECT LOCATION AND DESCRIPTION: Ocean Beach forms the western boundary of the City of San Francisco, California, extending 3.3 miles along the Pacific Ocean coastline. The City of San Francisco, the local sponsor, desires Corps assistance with developing and implementing a suitable long-term coastal storm damage prevention plan. The beach itself is part of the larger National Park Service Golden Gate National Recreation Area, and is recognized as a uniquely valuable coastal resource within an urban environment. San Francisco maintains municipal infrastructure on City property along the coastline, including The Great Highway and the Lake Merced Sewage Transport Tunnel. The area falls within the jurisdiction of the California Coastal Commission under the California Coastal Act.

TOTAL FUNDING:

TOTAL COST:	\$ 2,919,000
FEDERAL COST:	\$ 1,519,000
NON-FEDERAL COST:	\$ 1,400,000
TOTAL FEDERAL COST THROUGH FY 2006:	\$ 480,000
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ 1,039,000

FY 06 ACCOMPLISHMENTS: Complete bathymetric surveys of the SF Bar and report on sediment transport processes for the San Francisco delta.

FY 07 ACCOMPLISHMENTS: If funding is provided, continue engineering investigations and begin NEPA environmental analysis.

ISSUES AND OTHER INFORMATION: The alternative screening analyses, completed in FY05, was successful in winnowing alternatives that were not consistent with Resource Management policies, regulations, and stakeholder goals for the project. The State and the sponsor have requested the Corps pursue a Section 933 study under the San Francisco Harbor Operations and Maintenance Project to place dredge material (sands) on the beach in the erosion zone to provide shoreline protection.

CONGRESSIONAL DISTRICT: 8th District, Rep. Nancy Pelosi; 12th District, Rep. Tom Lantos

POINT OF CONTACT: San Francisco District, (415) 977-8710

**PILLAR POINT HARBOR
OPERATIONS AND MAINTENANCE**



PROJECT LOCATION AND DESCRIPTION: Pillar Point Harbor is located 20 miles south of San Francisco in the northern portion of Half Moon Bay. The Harbor is formed with two federally constructed breakwaters and is used extensively by commercial and sport fishermen. The Harbor has its own search and rescue unit that performs approximately 100 rescues per year. Pillar Point Harbor has gradually shoaled in over a period of more than 30 years. The local sponsor, the San Mateo County Harbor District, has stated that the shoaling rate has increased in recent years and has requested that the existing natural channel be deepened.

TOTAL FUNDING:

TOTAL COST:	\$ 100,000
FEDERAL COST:	\$ 100,000
NON-FEDERAL COST:	\$ 0
TOTAL FEDERAL COST THROUGH FY 2006:	\$ 84,000
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ 16,000

FY 06 AND FY07 ACCOMPLISHMENTS: As requested by the sponsor, this study is suspended due to continued uncertainty of the location and funding for the new pier. If the sponsor requests study reinitiation and funds are available, FY06 and 07 efforts would focus on continuing the preparation of the Detailed Project Report.

ISSUES AND OTHER INFORMATION: A Reconnaissance Study was initiated in April 1995 and completed in June 1996 under the General Investigations program. The study identified a channel alternative with Federal interest. Shortly after completion of the Reconnaissance Study, the sponsor requested the project be placed on hold until the location of a new pier could be determined.

In FY01 the project was restarted under Section 107 of the Continuing Authorities Program. As requested by the sponsor, the study is still suspended due to continued uncertainty of the location and funding for the new pier.

CONGRESSIONAL DISTRICT: 12th District, Rep. Tom Lantos and 14th District, Rep. Anna Eshoo.

POINT OF CONTACT: San Francisco District, (415) 977-8710

RUSSIAN RIVER WATERSHED GENERAL INVESTIGATIONS



PROJECT LOCATION AND

DESCRIPTION: The Russian River Watershed encompasses 1,485 square miles (approx. 950,000 acres) within Sonoma and Mendocino Counties, California. This watershed study will look at opportunities to prevent or reduce flood damages, to restore riverine ecosystem values and the wise use of floodplains, to restore watershed functions through restorative land-use practices, and to conserve remaining hydrologic and ecological resources. The result of Phase I was the formation of the Russian River Watershed Council, with the mission to protect, restore, and enhance the biological

health of the Russian River and its watershed through a community-based process, facilitating communication and collaboration among all interested parties. The Plan of Action for Phase II (POA) was also completed in Phase I. The POA articulates critical issues and potential actions, and can be found at website <http://www.rrwc.net>. Phase II will include the completion of a Russian River Watershed Adaptive Management Plan.

TOTAL FUNDING:

TOTAL COST:	\$ 6,996,000
FEDERAL COST:	\$ 3,671,000
NON-FEDERAL COST:	\$ 3,325,000
 TOTAL FEDERAL COST THROUGH FY 2006:	 \$ 1,630,000
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ 2,041,000

FY06 AND FY07 ACCOMPLISHMENTS: If funds are made available, continue the development of the Russian River Watershed Adaptive Management Plan.

ISSUES AND OTHER INFORMATION: None

CONGRESSIONAL DISTRICT: 1st District, Rep. Mike Thompson; 6th District, Rep. Lynn Woolsey

POINT OF CONTACT: San Francisco District, (415) 977-8710

SAN FRANCISCO HARBOR OPERATIONS AND MAINTENANCE



PROJECT LOCATION AND DESCRIPTION: This project area is located in San Francisco Bay, and the waters leading into the Bay, in Northern California. Project operations and maintenance provides for annual maintenance dredging to be performed on the San Francisco Main Ship "Bar" Channel to attain a -55 foot project depth at Mean Lower Low Water (MLLW). This critical channel is the gateway to San Francisco Bay, and is 2,000 feet wide by 16,000 feet long. Infrequent maintenance

dredging of various other channels in San Francisco Bay Proper is also performed. This includes Islais Creek Shoal, Presidio Shoal, and Black Point Shoal, each of which have an authorized project depth of -40 feet at (MLLW), and San Francisco Airport Channel which has a -10 foot depth at MLLW. Rock Pinnacles, which include Blossom Rock, Rincon Reef Rock, Arch Rock, Harding Rock, and Shag Rocks all have a depth of -35 feet at (MLLW).

TOTAL FUNDING:

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A

TOTAL FEDERAL COST THROUGH FY 2006:	\$ 2,192,000	
FY 2007 BUDGET:	\$ 2,447,000	1/
COST TO COMPLETE:	\$ N/A	

FY 06 AND 07 ACCOMPLISHMENTS: Maintenance dredging of the Main Ship Bar Channel is performed by the Corps of Engineers hopper dredge 'Essayons'.

ISSUES AND OTHER INFORMATION: Ocean disposal site SF-8 is mounding, limiting future disposal capacity at that site. Alternatives to SF-8 are currently being explored, including using dredge material to address beach erosion at Ocean Beach.

CONGRESSIONAL INTEREST: 6th District, Rep; Lynn Woolsey; 7th District, Rep. George Miller; 8th District, Rep. Nancy Pelosi; 12th District, Rep. Tom Lantos

POINT OF CONTACT: San Francisco District, (415) 977-8710

**SANTA CRUZ HARBOR
OPERATIONS AND MAINTENANCE/ GI**



PROJECT LOCATION AND DESCRIPTION: Santa Cruz Harbor is located about 60 miles south of San Francisco on the California coast. Project operations and maintenance provides for maintenance of jetties 850 feet and 1,125 feet long. Maintenance dredging includes an entrance channel 100 feet wide, -20 feet deep and 900 feet long; thence -15 feet deep for an additional 370 feet; an inner harbor channel -15 feet deep, 150 feet wide and 800 feet long; thence -10 feet deep for an additional 600 feet entering a turning

basin -10 feet deep, 300 feet wide and 207 feet long, which is the responsibility of the Santa Cruz Harbor District.

TOTAL FUNDING:

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A
TOTAL FEDERAL COST THROUGH FY 2006:	\$ 0
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ N/A

FY 06 AND 07 ACCOMPLISHMENTS: If funds are available, periodic inspection will be conducted to monitor structure conditions.

ISSUES AND OTHER INFORMATION: The Corps last dredged the harbor in 1985. At that time the Corps purchased a dredge for the local sponsor, the Santa Cruz Port District. In return, the local sponsor became responsible for maintenance dredging until 01 July 2013. In FY01, funds were reprogrammed to the project for Section 216 Review of Completed Works assessment. Funds were used to re-evaluate the 1986 cooperative agreement. This review investigated possible changes in economic assumptions inherent in the original agreement, as well as evaluating the extension of the agreement an additional 10 years. The 905(b) analysis determined that there is no Federal interest. The local sponsor is now requesting that the original 1958 cost-sharing agreement be modified to reflect current annualized costs plus an annual indexing adjustment. This is under legal review.

CONGRESSIONAL INTEREST: 15th District, Rep. Mike Honda; 17th District, Rep. Sam Farr

POINT OF CONTACT: San Francisco District, (415) 977-8710

IN BAY PROJECTS:

SAN FRANCISCO BAY LONG TERM MANAGEMENT STRATEGY OPERATIONS AND MAINTENANCE

PROJECT LOCATION AND DESCRIPTION: The project area is the San Francisco Bay in California. Policy objectives of the Long Term Management Strategy (LTMS) are to identify an acceptable array of dredge material disposal sites, develop management, economic and environmental plans for these sites, implement a decision making framework for site usage, streamline permit procedures, and establish long term site monitoring.

TOTAL FUNDING:

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A
 TOTAL FEDERAL COST THROUGH FY 2006:	 \$ 1,420,000
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ N/A

FY 06 AND 07 ACCOMPLISHMENTS: FY06 efforts are to continue funding Dredged Material Management Office (DMMO) labor in support of LTMS efforts; continue scientific research to validate 'environmental dredging windows' (the times of year during which dredging is allowed, established to protect certain species of fish under the purview of the Endangered Species Act); continue preparation of the Regional Dredged Material Management Plan/Environmental Impact Study (DMMP/EIS); and continue to study the relationship of methyl mercury generation to wetlands creation at Hamilton Wetlands Restoration site. FY07 efforts include continued labor funding for DMMO; continue environmental windows studies; complete the Regional DMMP/EIS; and complete methyl mercury data analysis and develop model.

ISSUES AND OTHER INFORMATION: Additional funds will be required to complete the study on effects of mercury methylation in wetland restoration projects using dredge material, and to continue preparation of the Regional DMMP/EIS. Lack of funds will result in a delay in addressing the methylmercury issue, which could impact the implementation of LTMS by limiting beneficial reuse sites for Federal dredging projects, resulting in disposal options that have no environmental benefit and potentially higher costs.

CONGRESSIONAL INTEREST: 1st District, Rep. Mike Thompson; 3rd, Rep. Dan Lungren; 6th, Rep. Lynn Woolsey; 7th, Rep. George Miller; 8th, Rep. Nancy Pelosi; 9th, Rep. Barbara Lee; 10th, Rep. Ellen Tauscher; 11th, Rep. Richard Pombo; 12th, Rep. Tom Lantos; 13th, Rep. Pete Stark; 14th, Rep. Anna Eshoo; 15th, Rep. Mike Honda; 16th, Rep. Zoe Lofgren

POINT OF CONTACT: San Francisco District, (415) 977-8710

SAN FRANCISCO HARBOR & BAY (DRIFT REMOVAL)
OPERATIONS AND MAINTENANCE

PROJECT LOCATION AND DESCRIPTION: Drift Removal entails removal of floating hazards to navigation using government-owned vessels. The Drift Removal project is based at the San Francisco District Operations Base, located at Richardson Bay in Sausalito, California. The range of operations of the drift removal fleet is San Francisco Bay (central, north and south), San Pablo Bay, Oakland Estuary, Petaluma River, Napa River, Mare Island Strait, Carquinez Strait, Suisun Bay and Redwood City. Large floating debris collection is accomplished by routine patrols on the Bay in conjunction with response to calls received by public and private agencies (Coast Guard, ferry boat operators, public/private marinas, San Francisco Bay Harbor Pilots, etc.). Over 1100 tons of large debris are removed annually, most of which pose a danger to both commercial and recreational ship traffic.

TOTAL FUNDING:

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A
TOTAL FEDERAL COST THROUGH FY 2006:	\$ 1,782,000
FY 2007 BUDGET:	\$ 2,424,000 1/
COST TO COMPLETE:	\$ N/A

FY 06 AND 07 ACCOMPLISHMENTS: Normal annual operations of removal of floating hazards to navigation, utilizing existing vessels in the most cost effective method possible.

ISSUES AND OTHER INFORMATION: Current estimates place drift and debris removal from San Francisco Bay and its tributaries at an average of 1,100 tons annually, although winter storms have generated upwards of 2,500 tons of flotsam within a 3-month period. Within the San Francisco Bay area there is an increasing numbers of local ferry trips, new routes and faster ferry boats, commercial traffic, and recreational vessels. Hence developing faster drift collection vessels is being considered to increase the ability to service the waterways.

CONGRESSIONAL INTEREST: 3rd District, Rep. Dan Lungren; 6th District, Rep. Lynn Woolsey; 7th District, Rep. George Miller; 8th District, Rep. Nancy Pelosi; 9th District, Rep. Barbara Lee; 10th District, Rep. Ellen Tauscher; 12th District, Rep. Tom Lantos; 13th District, Rep. Pete Stark

POINT OF CONTACT: San Francisco District, (415) 977-8710

SOUTH SAN FRANCISCO BAY SHORELINE STUDY GENERAL INVESTIGATIONS

PROJECT LOCATION AND DESCRIPTION: The study area is located on the shoreline of South San Francisco Bay, extending from the City of Palo Alto to the City of San Leandro. This study will re-examine tidal flooding problems and ecosystem restoration opportunities, and offer potential alternative solutions.

TOTAL FUNDING:

TOTAL COST:	\$ 15,969,000
FEDERAL COST:	\$ 8,154,000
NON-FEDERAL COST:	\$ 7,815,000
 TOTAL FEDERAL COST THROUGH FY 2006:	 \$ 938,000
FY 2007 BUDGET:	\$ 0 1/
COST TO COMPLETE:	\$ 7,216,000

FY 06 ACCOMPLISHMENTS: FY 06 funds will be used to continue feasibility through the without project conditions (F3) milestone.

FY 07 ACCOMPLISHMENTS: If funded, FY07 funds would be used to continue feasibility.

ISSUES AND OTHER INFORMATION: A Congressional Add was received in FY05 to complete the Reconnaissance phase and initiate feasibility. Due to the high cost of a feasibility study for the entire project area, it was necessary to break up the study area into 4 geographical subunits, each with its own Interim Feasibility study. A FCSA for the first interim study report for the Santa Clara County and Alviso Ponds was signed on September 26, 2005 and feasibility was initiated.

CONGRESSIONAL DISTRICT: 11th District, Rep. Richard Pombo; 14th District, Rep. Anna Eshoo; 15th District, Rep. Mike Honda; 16th District, Rep. Zoe Lofgren

POINT OF CONTACT: San Francisco District, (415) 977-8710